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INFORMATION ON COMMUNICATION FACILITIES IN FINLAND

Extracted From FBI Daily Reports From
1 January 1946 to 3 February 1947

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Lahti, Finnish Home Service in Finnish, Jan 2, 1946, 11:03 p.m. EST--1

(Text)

"A conference was held yesterday at the State Railway Board at which were present in addition to the higher officers of the State Railway Fuel Board, the chiefs of all traffic sections and depots. The conference has been arranged because the railway fuel situation has become so difficult that the greatest economy must be followed.

"For this reason the question of the curtailment of railway traffic during midwinter has come up. No final decision about any railway curtailment was made at the conference, but it is probable that several long-distance passenger cars will have to be taken off the rail service during this month. A decision as to which trains will be affected will be made by the middle of the month."

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Lahti, Finnish Home Service in Finnish, Apr. 25, 1946, 11:50 p.m. EST--1

(Speech by Manner Pekkala in which he tells of the Finnish Government Delegation's visit to Moscow and the results obtained. The only reference to communications is the following:)

"The question of improving Finland's communications, to which reference has also been made, is of tremendous significance, although details cannot yet be given."

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Lahti, Finnish Home Service in Finnish, Apr. 30, 1946, 5:15 a.m. EST--1

(Excerpt)

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Lahti broadcasts a "Finnish Press Review" of which excerpts follow:

"A UUSI SUOMI article is inspired by a meeting of the Finnish Delegation over the weekend to discuss present conditions in the South Saimaa and Vuoksi regions, which have naturally changed completely since the armistice was signed with the USSR.

"The paper writes that Lappeenranta, the gate to the Saimaa Canal and the Vuoksi Valley-- called the Finlands' breadbasket-- have lost their former important position and have turned into frozen regions. There is direct fear in these two regions of the authorities paying insufficient attention to their needs and allowing them to lapse into an economic vacuum.

"The losses suffered by these two regions are well known. The pride of these valleys-- heavy industry-- has lost many big plants; the Saimaa Canal has been

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out, thereby blocking the natural waterway for export of timber from the interior; the former railways and highroads exist no longer, and so forth.

.....Times are hard and the Government can spare very little for local economic and social reconstruction."

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Stockholm in English to North America, Oct. 23, 1946, 10:00 a.m. EST--W

(Text)

"The negotiations for establishing a commercial airline between Moscow and Stockholm, via Helsingfors (Helsinki) have now reached their final phase, it was reported in well-informed circles in Moscow on Tuesday (Oct. 22). As soon as the agreement has been signed by Sweden and the Soviet Union, a regular airline will be opened between the two Capitals. American and British officials in Moscow are particularly pleased at the idea.

"Now that regular air communications have already been established between Stockholm, London and New York, Moscow will, after the signing of the agreement be put in direct connections with these Capitals by air."

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Stockholm, Swedish Home Service, Oct 29, 1946, 6:30 a.m. EST--L

(Text)

"The USSR has, through diplomatic channels, asked the Finnish Government for the use of the Malmi Airfield for the Stockholm-Moscow airmail service. The Finnish reply was favorable. Sweden has not yet made contact with Finnish authorities, but is expected to do so within the next few days. Finland will not help in organizing the traffic but has made a number of calculations in respect to ground service. The ground personnel from Hyvinkaa airfield will be transferred to Malmi."

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Stockholm, Swedish Home Service, Nov. 10, 1946, 1:00 p.m. EST--L

(Text)

"The regular air service, Stockholm-Helsinki-Moscow will, if possible, be inaugurated on Nov. 15 but in any case the service will be operating by Nov. 20 at the latest, according to a director of ABA who at noon today returned to Bromma by special plane from Helsinki together with other ABA representatives. Negotiations have taken place in Helsinki about practical matters connected with the air service between Stockholm and Moscow."

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Stockholm, Swedish Home Service, Nov. 24, 1946, 3:30 p.m. EST--L

(Text)

"A large high-speed passenger plane left Moscow for Helsinki today, inaugurating a regular airmail service between the two Capitals."

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Information on Communication Facilities in Finland (continued)

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Soviet Union and Sweden agreement was signed on the establishment of a regular air service on the Moscow-Stockholm route via Helsinki.

"According to the international air lines administration of the chief civil air fleet administration, the Moscow-Helsinki air service will be operated by Soviet aircraft while the Stockholm-Helsinki Stretch will be operated by Swedish planes. The Finnish Government has consented to the use of the Helsinki airport. The new Moscow-Stockholm air route passes over Leningrad, Viborg, and Helsinki. The trip from Moscow to Stockholm will take about 5 hours....."

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Lahti, Finnish Home Service in Finnish, Jan. 6, 1947, 5:30 a.m. EST--L

(Text)

"This is an eventful day in the history of Finnish air transport. Today the Aero Company resumed its services from Malmi Airfield, recently transferred to Finnish hands. There will remain some Russian and Swedish air line officials on the field because some of the buildings will still be used by the companies. The Allied Control Commission likewise retains some of the hangars.

"At 8 a.m. the aircraft for Kemi took off and at 9:25 a.m. the air liner for Abo which continues on to Pori. A few minutes after the latter aircraft had taken off the Swedish plane from Stockholm arrived.

"The temporary head of the airfield is air inspector J. Vartiomaara. The necessary staff has been transferred from the Hyvinkangas Airfield to Helsinki."

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